

# Tahoe City Mobility Plan

*Funded by an On Our Way Grant from the TRPA*



PLACER COUNTY

DESIGN WORKSHOP | LSC TRANSPORTATION | WOOD RODGERS



The background image shows a sunny day in a commercial area. A person in a white shirt and red shorts is running across a road in the foreground. A silver sedan is parked in a lot behind them. In the background, there are tall evergreen trees and a building with a sign that says "HINNESS". To the right, a tall signpost lists various businesses including "LIGHTHOUSE CENTER", "McDonald's", "MASON-McDUFFIE", "WAY", "Nail Spa", "CHINESE CUISINE & TO-GO", and "Sassy Fris". A small sign on the ground says "Phone Boat Charters CALL 530.922.0141".

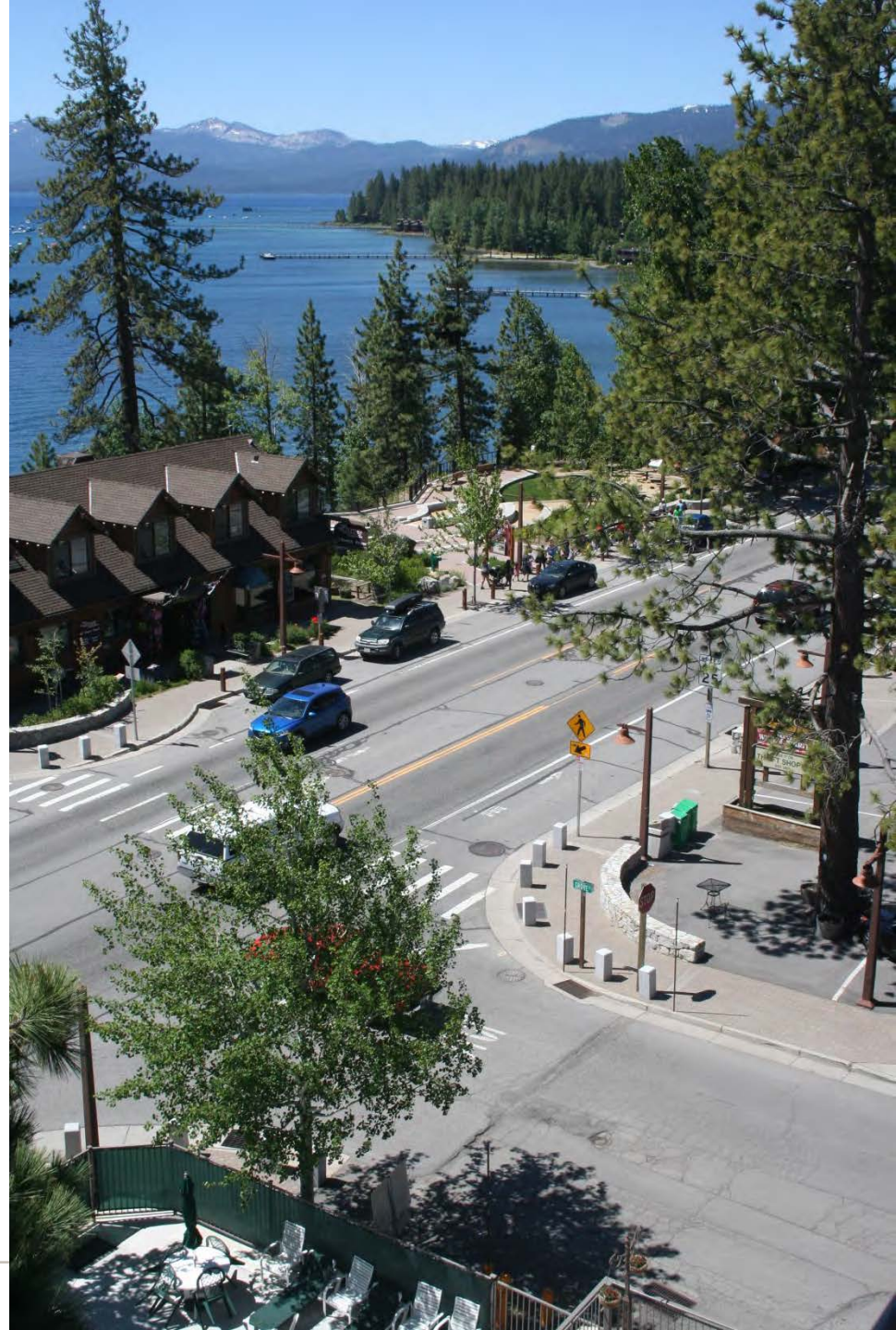
# OVERVIEW

- Area Plan Update
- SR/89 Fanny Bridge Update
- Project Purpose
- Study Area
- Review of Existing Conditions
- Potential Mobility Enhancements
- Open House Stations & Questionnaires



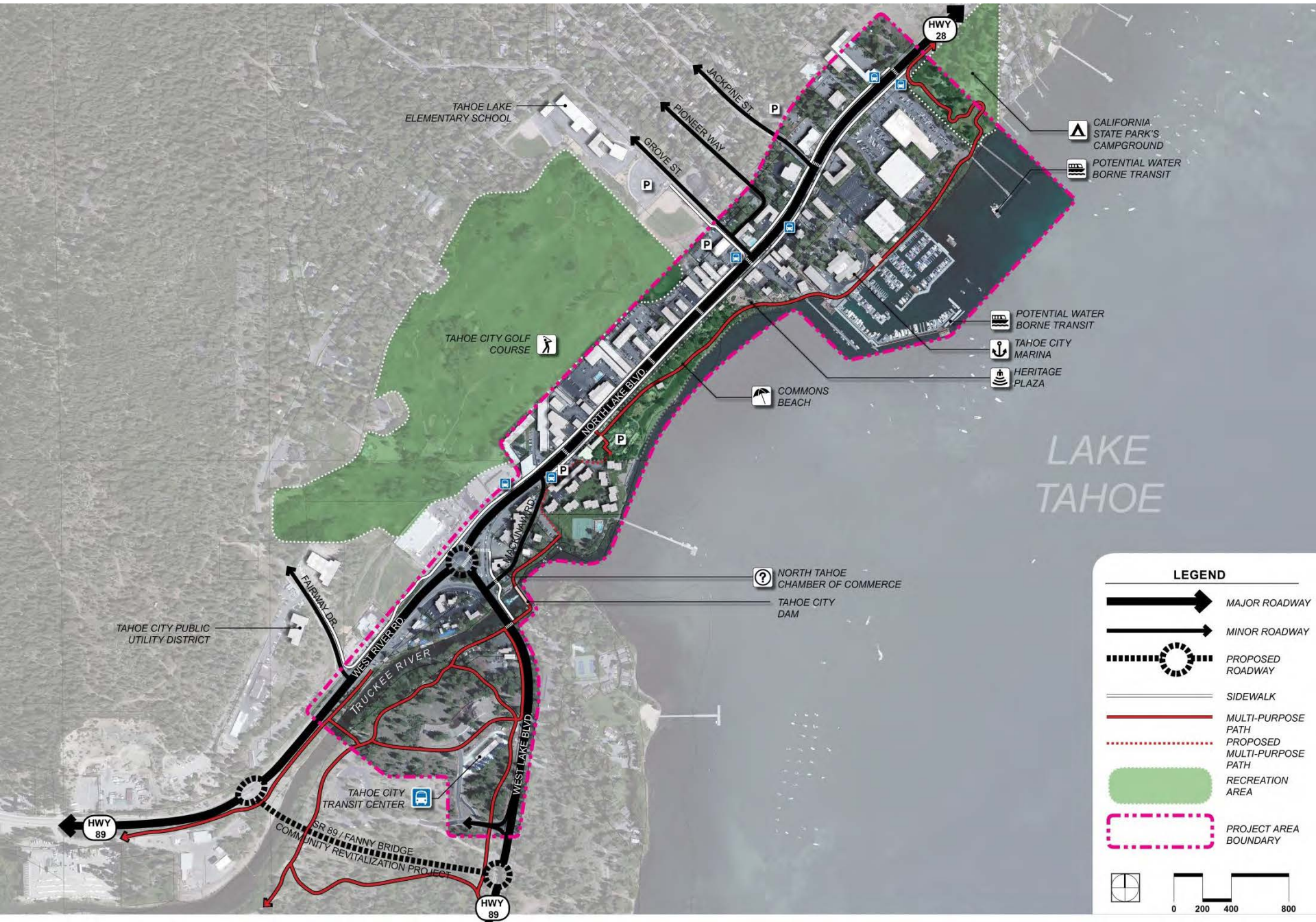
# PROJECT PURPOSE

- Develop an action plan for pedestrian and bicycle mobility related improvements within the downtown core of Tahoe City
- Identify community support for projects to improve pedestrian and bicycle mobility





# STUDY AREA





# PEDESTRIAN AND BICYCLE FACILITIES

**TABLE 10: Caltrans 2012 Bicycle and Pedestrian Counts**

1:00 PM to 2:00 PM, Tuesday July 31, 2012

**Marked Crosswalk at Grove Street**

84%

Northbound Pedestrians	60
Turning Left at North End	41
Proceeding Straight at North End	3
Turning Right at North End	104
Total	

Southbound Pedestrians	52
Turning Left at South End	27
Proceeding Straight at South End	43
Turning Right at South End	122
Total	

Bicyclists in Bike Lanes	14
Westbound	50
Eastbound	

**Pedestrians Crossing 28 Between Any Mtn Sports and Big Tree Center**

Northbound	21
Southbound	7

**Pedestrians Crossing 28 Between Big Tree Center and Fuller Building**

Northbound	15
Southbound	2

**Total Pedestrians Crossing 28 Between Any Mtn Sports and Grove Street**

Northbound	140
Southbound	131
Total	271

SOURCE: Caltrans

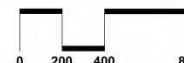


**LEGEND**

- MAJOR ROADWAY
- MINOR ROADWAY
- PROPOSED ROADWAY
- SIDEWALK
- PROPOSED SIDEWALK
- CLASS I SHARED-USE PATH
- PROPOSED MULTI-PURPOSE PATH
- CLASS II BIKE LANE
- PROPOSED CLASS II BIKE LANE
- VEHICULAR / PEDESTRIAN COLLISION (2009 - 2013)
- VEHICULAR / BICYCLE COLLISION (2009 - 2013)

Source: California Highway Patrol Statewide Integrated Traffic Records System (SWITRS)

PROJECT AREA BOUNDARY



# GROVE STREET INTERSECTION – PEDESTRIAN CROSSINGS

- August 2003 counts to assess cause of eastbound traffic delays at Grove Street
- Conducted during peak hour on a Friday and Sunday
- Average stop time of 7.2 seconds
- Overall capacity increases east of Grove Street
- Other sources of delays:
  - Eastbound drivers yielding right-of-way to drivers turning onto SR 28

**TABLE 9: Pedestrian Conditions/Impacts on SR 28/Grove Street Intersection**

	8/15/2003 Friday 3:15 - 4:15 PM	8/17/2003 Sunday 12:45 - 1:45 PM
# Pedestrian Groups Crossing SR 28 West of Grove St	75	64
# Times Downstream Traffic Queues Blocked Eastbound SR 28 Traffic Movements at Grove Street	1	3
Percent of Total Hour Eastbound 28 Blocked by Pedestrians	15%	12%
Percent of Total Eastbound 28 Delays Generated by Pedestrians	85%	86%

Source: LSC counts conducted for the NLTRA.





# VEHICULAR CIRCULATION



# VEHICULAR CIRCULATION – PARKING COUNTS

Tahoe City Parking Analysis Zones



## Observed Parking Turnover in Tahoe City

SR 28 Between Grove Street and Mackinaw Street

Sunday August 31, 2014 Between 8 AM and 4 PM

	North Side	South Side	Total
Average Length of Stay (Hours)	1.1	1.1	1.1
Percent Vehicles Exceeding 2 Hour Stay	14%	16%	15%
Percent Vehicles Exceeding 4 Hour Stay	2%	2%	2%
Percent of Space Use by Vehicles Exceeding 2 Hour Stay	41%	41%	41%
Percent of Space Availability Used by Vehicles Exceeding 4 Hour Stay	11%	9%	10%





# PARKING UTILIZATION BY HOUR: PEAK SUMMER

## **Tahoe City Peak Summer Parking Utilization by Parking District**

(Excluding Residential Properties)

Saturday, July 12, 2014

District		Description	Number of Spaces Occupied								
			10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
<b>Percent Utilization</b>											
1	TCPUD		16%	15%	20%	20%	25%	21%	15%	12%	14%
2	64 Acres and S of Truckee River		32%	45%	69%	96%	104%	105%	95%	72%	55%
3	South Wye Area		78%	80%	83%	84%	83%	74%	67%	62%	53%
4	North Wye Area		59%	72%	60%	60%	57%	61%	59%	46%	29%
5	Commons Beach Area - both sides of SR 28		45%	52%	57%	57%	53%	49%	54%	42%	45%
6	Mid Tahoe City to Grove Street		55%	59%	67%	71%	78%	67%	60%	51%	48%
7	North of SR 28, Grove Street Parking and East		51%	55%	59%	61%	65%	71%	63%	57%	56%
8	TC Marina Area		54%	70%	71%	69%	67%	70%	72%	69%	72%
9	Safeway and Boatworks Area		41%	49%	61%	62%	65%	60%	64%	68%	67%
<b>TOTAL STUDY AREA</b>			48%	56%	62%	67%	69%	68%	65%	57%	52%
<b>Percent Total Study Area Utilization by Type of Parking</b>											
	Public Lot - Districts 1-4		32%	38%	61%	88%	98%	103%	92%	67%	49%
	Public Lot - Districts 5-9		85%	95%	98%	96%	94%	90%	84%	73%	69%
	Public Right-Of-Way - Districts 1-4		64%	50%	52%	59%	57%	54%	52%	54%	55%
	Public Right-Of-Way - Districts 5-9		48%	58%	63%	59%	55%	62%	66%	56%	62%
	Total Public		52%	59%	71%	81%	83%	86%	80%	65%	58%
	Private		46%	54%	59%	61%	63%	60%	58%	54%	50%

**Bold** indicated that parking utilization exceeds parking supply



# PEDESTRIAN & BICYCLE CONDITIONS

- Traffic activity in peak visitor periods is high
- High level of pedestrian and bicycle activity in the area
- Primary factor creating congestion issues
  - Pedestrians crossing the state highways with high traffic volumes
- Missing section in Class I shared-use path network and sidewalk network
- Lack of pedestrian connectivity at the Wye and west of the Wye
- Lighting at crosswalks on SR 28 is poor





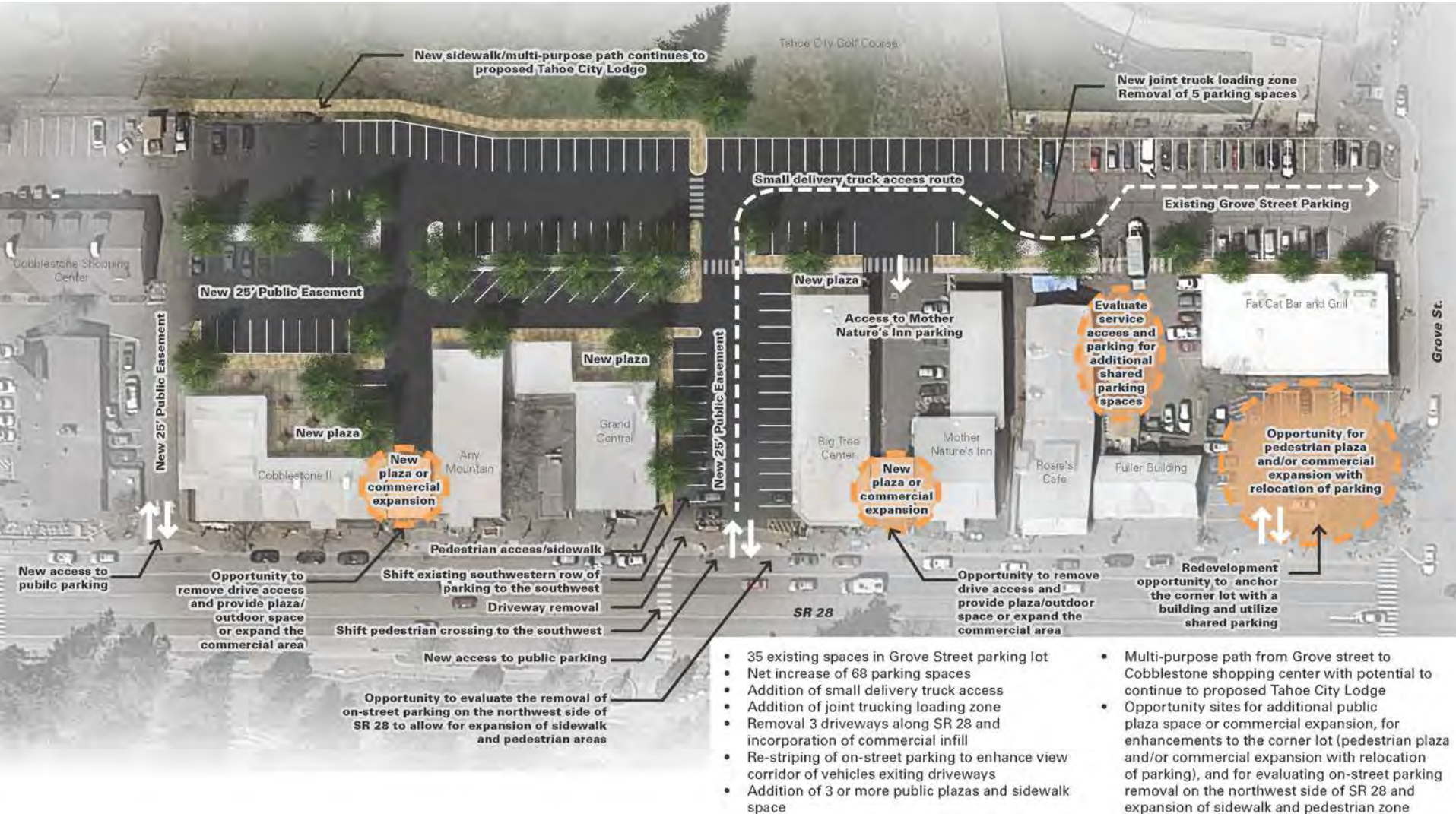
# POTENTIAL MOBILITY ENHANCEMENTS

- Integrated Parking Alternative
- Trail between Commercial Core and Golf Course
- Closing the Gap in the Lakeside Trail
- Grove Street Crossing Improvements: Pedestrian Hybrid Beacon Signal
- Pedestrian & Bicycle Road Safety Audit Recommendations





# INTEGRATED PARKING SCENARIO



PLACER COUNTY

DESIGN WORKSHOP | LSC TRANSPORTATION | WOOD RODGERS



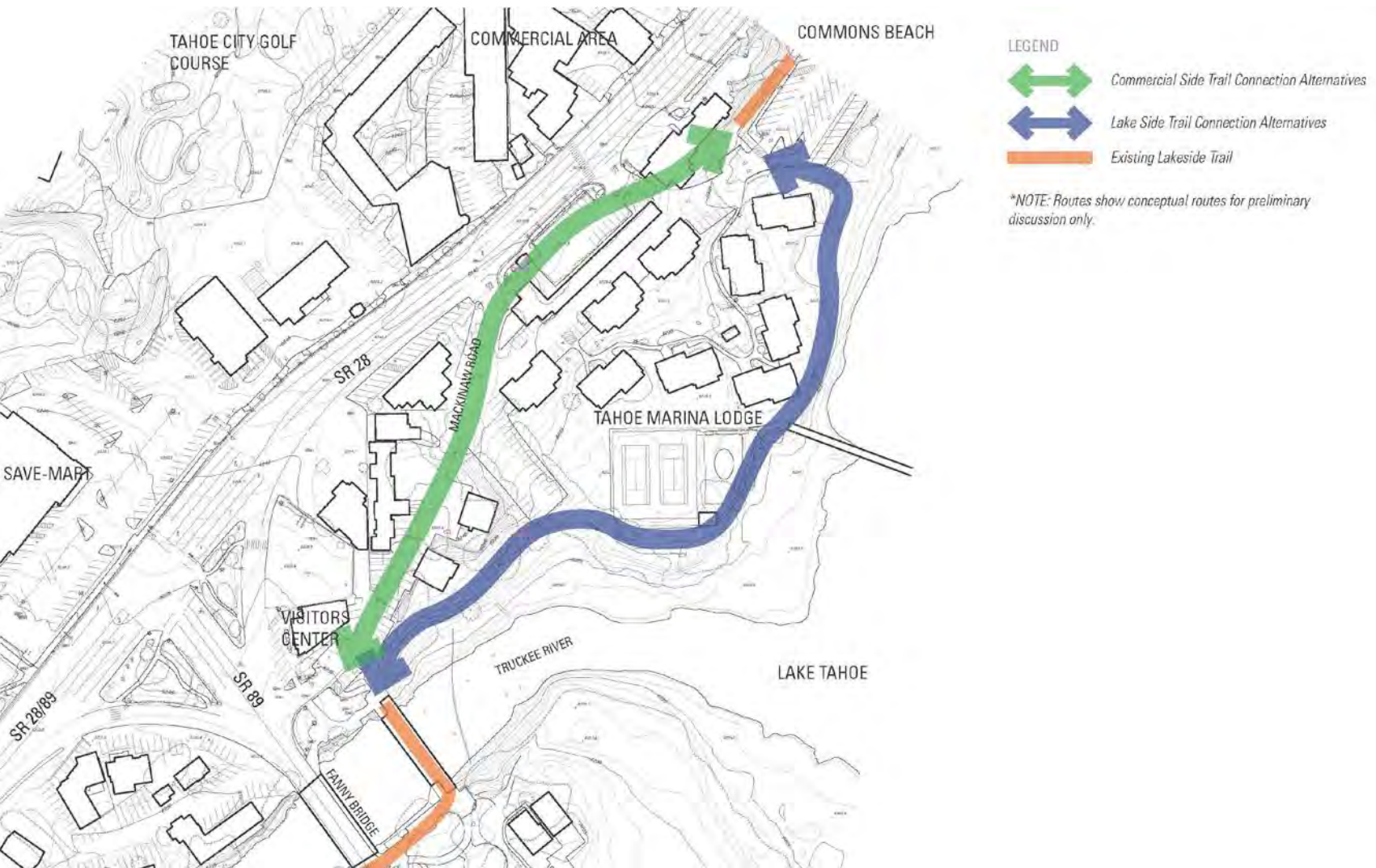
# TRAIL BETWEEN COMMERCIAL AREA AND GOLF COURSE





# LAKE SIDE TRAIL ALTERNATIVES

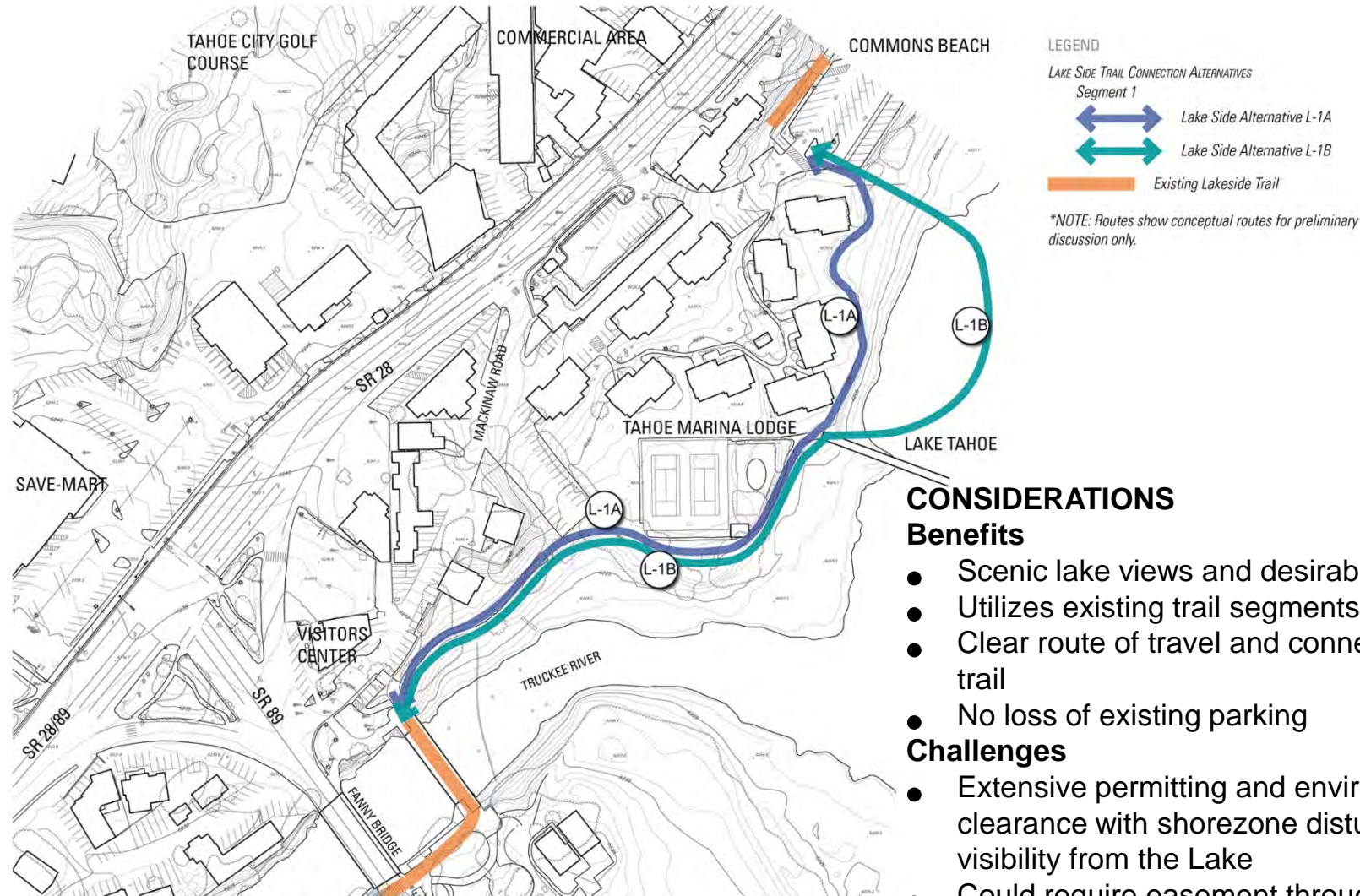
## Commercial Side Alternative or Lake Side Alternative





# LAKE SIDE TRAIL ALTERNATIVES

## Lake Side Alternatives



## CONSIDERATIONS

### Benefits

- Scenic lake views and desirable user experience
- Utilizes existing trail segments
- Clear route of travel and connectivity to existing trail
- No loss of existing parking

### Challenges

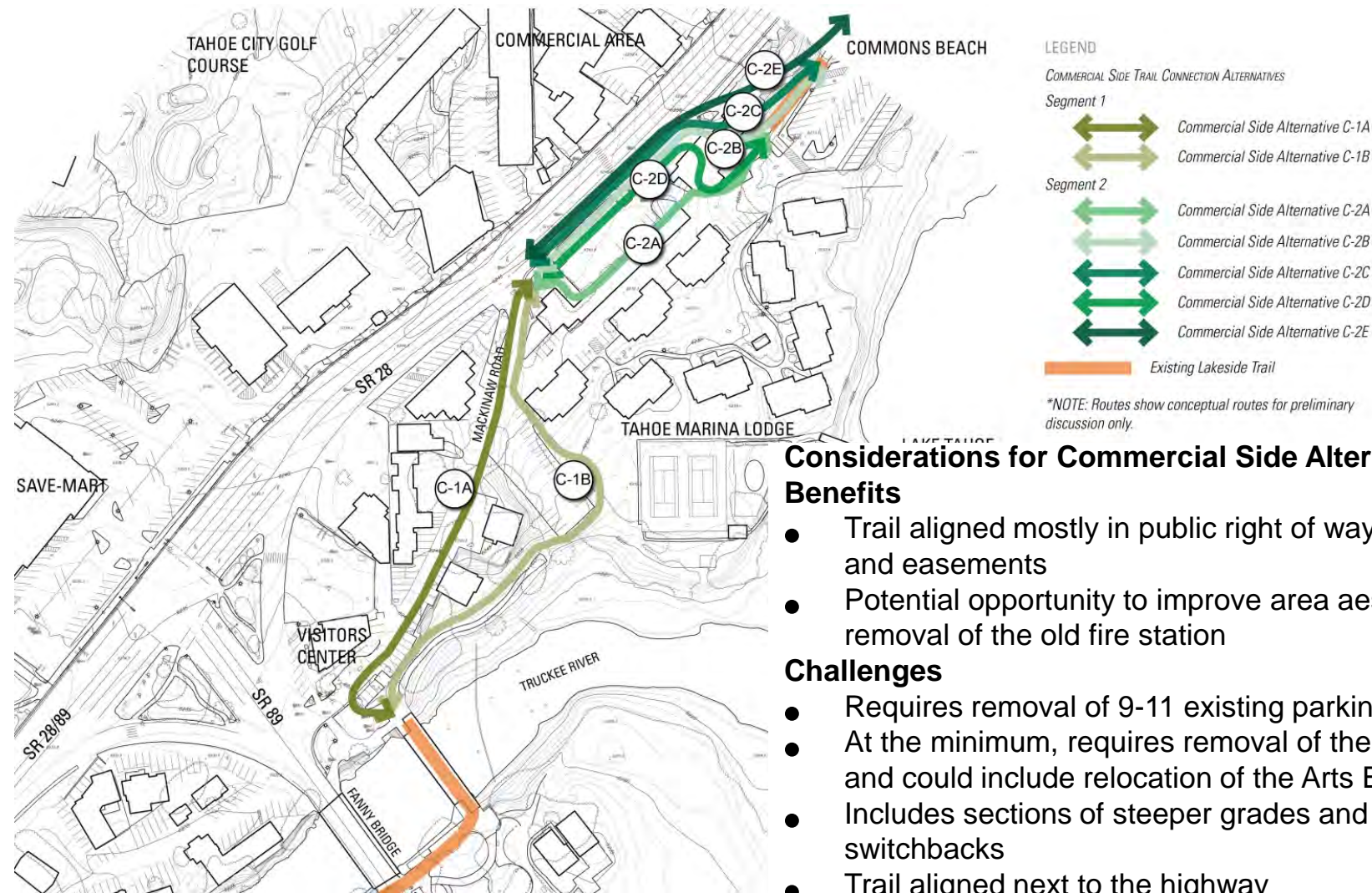
- Extensive permitting and environmental clearance with shorezone disturbance and visibility from the Lake
- Could require easement through private property (depending on final alignment)
- Property owner opposition





# LAKE SIDE TRAIL ALTERNATIVES

## Commercial Side Alternatives



### Considerations for Commercial Side Alternatives

#### Benefits

- Trail aligned mostly in public right of way or public lands and easements
- Potential opportunity to improve area aesthetics with the removal of the old fire station

#### Challenges

- Requires removal of 9-11 existing parking spaces
- At the minimum, requires removal of the old fire station and could include relocation of the Arts Building
- Includes sections of steeper grades and could include switchbacks
- Trail aligned next to the highway
- Could require making Mackinaw Road a one-way street/shared roadway or require an easement through private property (depending on final alignment)





# GROVE STREET PEDESTRIAN HYBRID BEACON

Figure 4F-3. Sequence for a Pedestrian Hybrid Signal

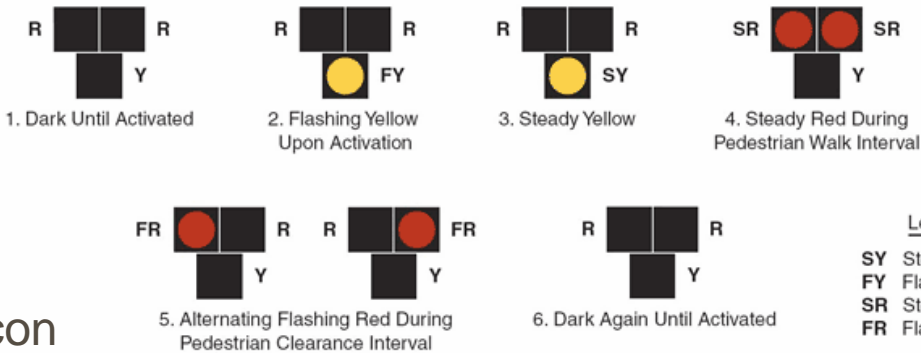


Illustration with Pedestrian Hybrid Beacon





## NEXT STEPS

### OPEN HOUSE Q&A AND QUESTIONNAIRE CARDS

SHARE THE ONLINE SURVEY:

[HTTPS://WWW.SURVEYMONKEY.COM/R/](https://www.surveymonkey.com/r/TAHOECITYMOBILITY)

TAHOECITYMOBILITY

